

proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division H, insert the following:

SEC. ____ . MODIFICATIONS TO INCOME EXCLUSION FOR CERTAIN WASTE WATER MANAGEMENT SUBSIDIES.

(a) IN GENERAL.—Section 136(a) of the Internal Revenue Code of 1986 is amended—

(1) by striking “any subsidy provided” and inserting “any subsidy—

“(1) provided”,

(2) by striking the period at the end and inserting “, or”, and

(3) by adding at the end the following new paragraph:

“(2) provided (directly or indirectly) by a State or local government to a resident of such State or locality for the purchase or installation of any wastewater management measure.”.

(b) DEFINITION OF WASTE WATER MANAGEMENT MEASURE.—Section 136(c) of such Code is amended—

(1) by striking “ENERGY CONSERVATION MEASURE” in the heading thereof and inserting “DEFINITIONS”,

(2) by striking “IN GENERAL” in the heading of paragraph (1) and inserting “ENERGY CONSERVATION MEASURE”, and

(3) by redesignating paragraph (2) as paragraph (3) and by inserting after paragraph (1) the following:

“(2) WASTEWATER MANAGEMENT MEASURE.—For purposes of this section, the term ‘wastewater management measure’ means any installation or modification of property primarily designed to manage wastewater (including septic tanks and cesspools) with respect to one or more dwelling units.”.

(c) CLERICAL AMENDMENTS.—

(1) The heading for section 136 of such Code is amended—

(A) by inserting “AND WASTE WATER” after “ENERGY”, and

(B) by striking “PROVIDED BY PUBLIC UTILITIES”.

(2) The item relating to section 136 in the table of sections of part III of subchapter B of chapter 1 of such Code is amended—

(A) by inserting “and waste water” after “energy”, and

(B) by striking “provided by public utilities”.

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to amounts received after December 31, 2018.

SA 2185. Mrs. GILLIBRAND submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ . GAO STUDY ON THE IMPACT OF DRUNK DRIVING CHILD ENDANGERMENT LAWS.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall submit to Congress a report on the impact and effectiveness of drunk driving child endangerment laws, and ways in which child endangerment laws can be strengthened to protect children who may be passengers in vehicles driven by drunk drivers.

(b) CONTENTS.—The report required under this section shall—

(1) review—

(A) State laws to determine best practices, comparing State laws in which driving drunk with a child is classified as a felony versus a misdemeanor; and

(B) effective ways in which States mandate or encourage reporting and documentation of child endangerment; and

(2) make recommendations as to how State laws can be improved to protect children from riding as passengers in vehicles driven by drunk drivers, including increased penalties, reporting requirements, and coordination with child protective services.

SA 2186. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in title III of division B, insert the following:

SEC. 230 ____ . COMMERCIAL DRIVER'S LICENSE REQUIREMENT.

(a) IN GENERAL.—Section 31301(4)(B) of title 49, United States Code, is amended by striking “to transport at least 16 passengers including the driver” and inserting “or used to transport 9 or more passengers, including the driver”.

(b) COMPLETION OF RULEMAKING.—Not later than 2 years after the date of enactment of this Act, the Secretary shall complete the rulemaking process and issue a final rule with respect to the withdrawn rulemaking entitled “State Inspection Programs for Passenger-Carrier Vehicles”, published in the Federal Register on April 27, 2016 (81 Fed. Reg. 24769).

SA 2187. Mrs. GILLIBRAND submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

In section 23011(c)(1)(B) of title III of division B, strike “, benefits, and costs”.

SA 2188. Mrs. GILLIBRAND submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr.

MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in title III of division B, insert the following:

SECTION 230 ____ . RESEARCH REGARDING THE NEED FOR UNDERRIDE GUARDS ON SINGLE-UNIT TRUCKS BASED ON THE HEIGHT OF THE UNDERCARRIAGE.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall—

(1) conduct research on the incidence and severity of underride accidents involving—

(A) a single-unit truck with an undercarriage height of more than 22 inches; and

(B) a single-unit truck with an undercarriage height of not more than 22 inches; and

(2) submit to Congress a report containing legislative recommendations regarding any need for underride guards on single-unit trucks based on the height of the undercarriage of the single-unit truck.

(b) INDEPENDENT RESEARCH.—If the Secretary enters into a contract with a third party to perform the research required under subsection (a)(1), the Secretary shall ensure that the third party does not have any financial or contractual tie to, or relationship with—

(1) a motor carrier that transports passengers or property for compensation;

(2) the motor carrier industry; or

(3) an entity producing or supplying underride guards.

SA 2189. Mrs. GILLIBRAND (for herself and Mr. BURR) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division B, insert the following:

SEC. ____ . UNDERRIDE GUARDS FOR GENERAL SERVICES ADMINISTRATION TRUCKS.

(a) DEFINITIONS.—In this section:

(1) REAR UNDERRIDE GUARD.—The term “rear underride guard” means a device installed on or near the rear of a motor vehicle that prevents or limits the distance that the front end of a vehicle striking the rear of the vehicle with the device will slide under the rear of the impacted vehicle.

(2) SIDE UNDERRIDE GUARD.—The term “side underride guard” means a device installed on or near the side of a motor vehicle that prevents or limits the distance that the front end of a vehicle striking the side of the vehicle with the device will slide under the side of the impacted vehicle.

(b) PROCUREMENT AND USE OF TRUCKS WITH UNDERRIDE GUARDS.—

(1) IN GENERAL.—Except as provided in paragraph (2), the General Services Administration—

(A) may not purchase a truck, the bottom of the carriage of which is more than 22 inches above the ground, unless the truck

has a rear underride guard and side underride guards; and

(B) shall require that a truck used under a contract with the General Services Administration has a rear underride guard and side underride guards.

(2) SAVINGS CLAUSE.—Paragraph (1) shall not apply to any purchase or use of a truck required under a contract entered into by the General Services Administration before the date of enactment of this Act.

SA 2190. Mr. DURBIN (for himself and Mr. BLUMENTHAL) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ AUTHORIZATION OF AMTRAK TO BRING A CIVIL ACTION TO ENFORCE ITS PREFERENCE RIGHTS.

(a) IN GENERAL.—Section 24308(c) of title 49, United States Code, is amended by adding at the end the following: “Notwithstanding sections 24103(a) and 24308(f), Amtrak shall have the right to bring an action for equitable or other relief in the United States District Court for the District of Columbia to enforce the preference rights granted under this subsection.”.

(b) CONFORMING AMENDMENT.—Section 24103(a)(1) of title 49, United States Code, is amended by inserting “and section 24308(c)” before “, only the Attorney General”.

SA 2191. Mr. DURBIN (for himself and Mr. BRAUN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 25010 of division B and insert the following:

SEC. 25010. RURAL INVESTMENT.

(a) DEFINITIONS.—In this section:

(1) ADVISORY BOARD.—The term “Advisory Board” means the Rural Transportation Advisory Board established under subsection (d)(1).

(2) BUILD AMERICA BUREAU.—The term “Build America Bureau” means the National Surface Transportation and Innovative Finance Bureau established under section 116 of title 49, United States Code.

(3) COUNCIL.—The term “Council” means the Rural Investment Council established under subsection (c)(1).

(4) DIRECTOR.—The term “Director” means the Director for Rural Investment appointed under subsection (b)(3)(A).

(5) OFFICE.—The term “Office” means the Office of Rural Investment established under subsection (b)(1).

(6) RURAL COMMUNITY.—The term “rural community” means—

(A) a community, including a historically disadvantaged community, located in a rural area;

(B) a federally recognized Indian Tribe; and

(C) a historically disadvantaged community located in a Tribal area.

(b) OFFICE OF RURAL INVESTMENT.—

(1) IN GENERAL.—The Secretary shall establish in the Department, within the Office of the Secretary, an Office of Rural Investment—

(A) to improve the analysis of projects proposed by rural communities applying for discretionary grants from the Department, including by ensuring that project costs, local resources, and the larger benefits to the people and the economy of the United States are appropriately considered;

(B) to ensure that the unique needs and attributes of rural transportation, involving all modes, are fully addressed and prioritized during the development and implementation of transportation policies, programs, and activities within the Department;

(C)(i) to improve coordination of Federal transportation policies, programs, and activities within the Department in a manner that expands economic development in rural communities and regions; and

(ii) to provide recommendations for improvement, including additional internal realignments;

(D) to expand Federal transportation infrastructure investment in rural communities and regions, including by providing recommendations for changes in existing funding distribution patterns;

(E) to use innovation to resolve local and regional transportation challenges faced by rural communities and regions;

(F) to promote and improve planning and coordination among rural communities and regions to maximize the unique competitive advantage in those locations while avoiding duplicative Federal, State and local investments; and

(G) to ensure that all rural communities and regions lacking resources receive proactive outreach, education, and technical assistance to improve access to Federal transportation programs.

(2) OBJECTIVES.—The Office shall—

(A) collect input from knowledgeable entities and the public on—

(i) the benefits of rural and Tribal transportation projects;

(ii) the technical and financial assistance required for constructing and operating rural and Tribal transportation infrastructure and services;

(iii) barriers and opportunities to funding rural and Tribal transportation projects;

(iv) unique transportation barriers and challenges facing historically disadvantaged communities in rural and Tribal areas; and

(v) unique environmental transportation issues for rural communities and Tribal communities;

(B) evaluate data on rural and Tribal transportation challenges and determine methods to align the discretionary funding and financing opportunities of the Department with the needs of rural communities and Tribal communities for meeting national transportation goals; and

(C) educate rural communities and Tribal communities about applicable Department discretionary grants, develop effective methods to evaluate projects in those communities in discretionary grant programs, and communicate those methods through program guidance.

(3) LEADERSHIP.—

(A) IN GENERAL.—The Office shall be headed by a Director for Rural Investment who shall be appointed by, and report directly to, the Secretary.

(B) DUTIES OF THE DIRECTOR.—The Director shall—

(i) be responsible for engaging in activities to carry out—

(I) the mission of the Office described in paragraph (1); and

(II) the objectives of the Office described in paragraph (2);

(ii) organize, guide, and lead activities within the Department to address disparities in rural transportation infrastructure to improve safety, economic development, and quality of life in rural communities and regions;

(iii) provide information and outreach to rural communities and regions concerning the availability and eligibility requirements of participating in programs of the Department;

(iv) help rural communities and regions—

(I) identify competitive economic advantages and transportation investments that ensure continued economic growth; and

(II) avoid duplicative transportation investments;

(v) serve as a resource for assisting rural communities and regions with respect to Federal transportation programs;

(vi) identify—

(I) Federal statutes, regulations, and policies that may impede the Department from supporting effective rural infrastructure projects that address national transportation goals; and

(II) potential measures to solve or mitigate those issues;

(vii) identify improved, simplified, and streamlined internal processes to help limited-resource rural communities and regions access transportation investments;

(viii) recommend changes and initiatives for the Secretary to consider;

(ix) ensure and coordinate a routine rural consultation on the development of policies, programs, and activities of the Department;

(x) serve as an advocate within the Department on behalf of rural communities and regions; and

(xi) work in coordination with the Department of Agriculture, the Department of Health and Human Services, the Department of Commerce, the Federal Communications Commission, and other Federal agencies, as the Secretary determines to be appropriate, in carrying out the duties described in clauses (i) through (x).

(4) CONTRACTS AND AGREEMENTS.—For the purpose of carrying out the mission of the Office under paragraph (1) and the objectives of the Office under paragraph (2), the Secretary may enter into contracts, cooperative agreements, and other agreements as necessary, including with research centers, institutions of higher education, States, units of local government, nonprofit organizations, or a combination of any of those entities—

(A) to conduct research on transportation investments that promote rural economic development;

(B) to solicit information in the development of policy, programs, and activities of the Department that can improve infrastructure investment and economic development in rural communities and regions;

(C) to develop educational and outreach materials, including the conduct of workshops, courses, and certified training for rural communities and regions that can further the mission and objectives of the Office and the mission and goals of the Department; and

(D) to carry out any other activities, as determined by the Secretary to be appropriate.

(5) GRANTS.—

(A) IN GENERAL.—For the purpose of carrying out the mission of the Office under paragraph (1) and the objectives of the Office